

DEPARTMENT OF THE ARMY
HEADQUARTERS, U.S. ARMY FIELD ARTILLERY CENTER AND FORT SILL
Fort Sill, Oklahoma 73503-5100

USAFACFS Regulation
No. 385-10-2

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Safety
TACTICAL SAFETY, FORT CHAFFEE

Supplementation by subordinate commanders is prohibited,
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1. PURPOSE. The Fort Chaffee Safety Program prescribes the policies and procedures for planning, organizing, controlling, and implementing the Department of the Army (DA) Safety Program throughout the installation.

2. SCOPE. This regulation is applicable to all units and organizations at Fort Chaffee to include those here temporarily for training or other activities. It also is applicable to training off of the Fort Chaffee Reservation.

3. GENERAL. Copies of the Fort Chaffee Safety Regulation will be provided to all units on post and to units coming to this installation to train. This will be done three months prior to the initiation of the training, whenever possible.

4. REFERENCES.

- a. AR 385-10, The Army Safety Program, and TRADOC/FORSCOM Suppl 1.
- b. AR 385-40, Accident Reporting and Records, with TRADOC/FORSCOM Supplements.
- c. AR 385-55, Prevention of Motor Vehicle Accidents, and TRADOC/FORSCOM Supplements.
- d. USAFACFS Reg 385-1-1, Range Regulation.
- e. TB Med 501, Hearing Conservation.

5. DEFINITIONS.

a. Organizational Safety Representative: A safety representative from the training unit participating in training at Fort Chaffee. A safety professional (GS-018 Series) shall accompany each training unit.

b. Unit Safety Officer/NCO: A person assigned safety duties at battalion or company level through the organizational safety representative.

c. Supporting Safety Office: The full time civilian staffed safety office at the home installation of the training unit.

d. Safety Representative: The Fort Chaffee Safety Officer, or other person appointed by the Fort Chaffee Commander to serve as the unit's representative on safety matters.

e. Definitions for the different classes of Army accidents are described in paragraph 30 a, this regulation.

6. RESPONSIBILITIES.

a. Commanders: Safety is a command responsibility and commanders must ensure that safety procedures are incorporated into all aspects of training in accordance with DA Pam 385-1.

b. Senior Training Unit Commander: The senior training unit commander will appoint a safety representative for the exercise in accordance with DA Pam 385-1.

c. Organizational Safety Representative will--

(1) Contact the supporting safety office to obtain accident reporting procedure guidance and safety topics to be used in unit safety briefings.

(2) Brief each unit safety officer/NCO on functions and responsibilities, prior to deployment to Fort Chaffee.

(3) Contact the Fort Chaffee Safety Officer upon arrival at Fort Chaffee and prior to departure for coordination of safety efforts. The safety officer is located in the Post Headquarters, Building 1370, at Autovon 962-2711 or commercial 501-484-2711.

(4) Serve as the single point of contact between the Fort Chaffee Officer and the training unit.

(5) Notify the Exercise Maneuver Control Center (EMCC) at telephone 3122 or 2400 of all Class A

(2) Provide, upon request, personnel and apparatus necessary to clear land, move earth, or other engineering functions relating to accident investigations.

1. The Adjutant of the training unit will: Prepare and transmit casualty reports through channels to HQDA in accordance with AR 600-10. The Adjutant of Fort Chaffee will be notified and assist the training unit as required.

1-4. ACCIDENT NOTIFICATION FREQUENCIES/TELEPHONE NUMBERS.

a. Range Control:

Primary Frequency	38.50	242.6 UHF
Alternate Frequency	51.20	141.3 VHF
Call Sign		Range Control
Telephone Number	2272	2362

b. Exercise Maneuver Control Center (EMCC) 3122/2400/2006/2811

Fire Department: 17	2127	2128
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d. Ambulance

e. Military Police 33 2812 2666

f. Fort Chaffee Staff Duty Officer

Fort Chaffee Safety Office	2711	2666
Aviation Safety Office	2636	3225

h. Training & Doctrine Command (TRADOC) AV 680-3357/2119

i. U.S. Army Safety Center (USASC) AV 558-2660/3410

j. Public Affairs Office (PAO) 2905/2081

1-5. SAFEGUARDING ACCIDENT INFORMATION. An Accident Information Report is an official Army document to be used solely for accident prevention purposes. The accident report is a privileged document and, therefore, must have FOR OFFICIAL USE ONLY, protective markings IAW AR 340-17. The accident folder and all its contents will be marked in accordance with AR 340-17. For photographs, the protective markings will be placed only on the papers to which the photographs are attached, not on the photographs themselves. Accident reports cannot be used as evidence or to obtain evidence in determining the misconduct or line-of-duty status of any personnel; as evidence before evaluation boards; or as evidence to determine pecuniary liability. These reports and their attachments, or copies and extracts, will not be appended to or included in any document or report unless the sole purpose of these documents is accident prevention. Legal questions pertaining to the release of safeguarded information will be resolved according to the provisions of AR 340-17. This does not preclude use of data compiled for analytical purpose to improve safety. Statistical data may also be used for program evaluation, awards consideration, or establishment of objectives.

accidents involving personnel, training and/or operations that are peculiar to the Joint Readiness Training Center. This will be in addition to the notification requirements of paragraph (6) below.

(6) Notify the Exercise Maneuver Control Center (EMCC) at telephone extension 3122 or 2400 and the Fort Chaffee Safety Officer of all Class A accidents as soon as possible. During duty hours call extension 2711. In the event the Fort Chaffee Safety Officer cannot be reached, the Fort Chaffee Staff Duty Officer may be contacted at extension 2666. Notification of HQ, TRADOC and the U.S. Army Safety Center (USASC) will be made by the Fort Chaffee Safety Officer, if required.

(7) Ensure that commanders are aware of the need to conduct collateral duty investigations required by AR 385-40, para 1-7c.

(8) Ensure that the contents of this publication reach troops at the operational level prior to deployment.

(9) Forward Accident reports to the supporting safety office at the home installation of the training unit.

(10) Conduct accident investigations as required by AR 385-40.

d. The Unit Safety Officer/NCO will carry out functions assigned by the organizational safety representative and duties outlined in DA Pam 385-1.

e. The Supporting Safety Office will--

(1) Assist the organizational safety representative with pre-exercise training.

(2) Forward, by letter through command channels, any special safety support required from the Fort Chaffee Safety Officer.

(3) The supporting safety officer will observe and monitor:

(a) Bivouac sites.

(b) Vehicle operations - loading and unloading.

(c) Railhead operations.

(d) Loading and unloading of cargo and personnel of aircraft for primary insertion and withdrawals

(e) Monitor preparation and movement of convoys from the vehicle holding area.

(4) During the field exercise, the Supporting Safety Officer will monitor the following operations:

(a) Field kitchens.

(b) Field hospitals.

(c) Forward Arming and Refueling Points and Forward Area Refueling Equipment.

(d) Field Ammunition Supply Points.

(e) Convoy movements.

(f) POL handling and resupply points.

(g) Collect all accident/injury data the training unit experiences.

(5) The training unit is responsible for providing the Supporting Safety Officer with transportation capable of operating tactically under blackout drive.

f. The Fort Chaffee Safety Officer will--

(1) Support the training unit commander.

(2) Conduct DA Form 285-1 (U.S. Army Accident Investigation Report) investigations for training unit Class A accidents, and forward findings to supporting safety office. When a safety professional (GS-018 Series) accompanies the training unit, this function will be carried out by that individual.

g. The Unit Aviation Safety Officer will complete all items in paragraph 3 (c) above as they apply to aviation safety.

7. EMERGENCY NOTIFICATION.

a. Personnel in need of emergency assistance (fire, serious injury/fatality) will contact range control (FM 38.50) and provide the following:

- (1) Location/grid coordinates
- (2) Type of emergency (fire, extent of injury)
- (3) How the pickup zone will be marked.
- (4) Terrain features at the site (mountainous, rocky, wooded).
- (5) Personnel will remain in radio contact until the injured has been transported.

b. When a radio is inoperative or nonexistent, the use of red smoke/red star cluster is the appropriate way to notify personnel in the area of a serious incident. Range Control may also be contacted via telephone at extension 2272/2362.

8. VEHICLE SAFETY. Convoy commanders will brief all drivers, assistant drivers, and senior occupants prior to each road march. Hazardous conditions, safe following distances, proper speed, route, low-water crossings, bridges, rest periods, and signals will be among the topics discussed. The senior occupant of each vehicle will--

- a. Be responsible for the safe operation of the vehicle.
- b. Ensure that all occupants use available restraint systems.
- c. Ensure that vehicle basic issue items are present on every vehicle.
- d. Ensure that only licensed personnel operate the vehicle.
- e. Replace drivers who appear fatigued or physically, mentally, or emotionally impaired
- f. Inspect the vehicle prior to dispatch. Special emphasis will be placed on proper functioning of such safety-related items as horns, mirrors, lights, reflectors, brakes, fire extinguishers, steering mechanisms, safety chains/straps, windshield wipers, exhaust systems, tires, signal lights, and trailer hitches.
- g. Ensure that personnel wear required hearing protection
- h. Ensure that no personnel ride on the outside of any vehicle unless it is a command-directed portion of a tactical operation.
- i. Assist the driver in recognizing unsafe conditions.
- j. Ensure speed limits are observed. Tactical vehicles are restricted to 45 MPH on paved roads and 20 MPH on dirt or gravel roads unless otherwise indicated. Training units may establish reduced speed limits and other safety precautions for deployment and redeployment periods on and off post as applicable.
- k. Post personnel or warning devices along roadways to warn approaching traffic when the vehicle is halted, or disabled in a location that might obstruct traffic.
- l. Ensure that radio whip antennas are tied down when not in use, and when in Garrison areas. Antenna tips will be covered with a protective ball.
- m. Prohibit smoking within 50 feet of any vehicle carrying fuel, explosive/ammunition, or other hazardous cargo.
- n. Post ground guides when backing vehicles. Some vehicles may require multiple ground guides, depending on the vehicle type and size. Fort Chaffee ground guide procedures are provided at paragraph 9 and appendix D.

o. Ensure that personnel do not sleep on or in vehicles

p. Ensure that no personnel sleep under or near vehicles Drivers will verify that personnel are not sleeping under or near vehicles prior to movement.

q. Use ground guides in bivouac and maintenance areas at all times, particularly during hours of darkness and diminished visibility. Track vehicles shall have a ground guide at all times while in a bivouac or maintenance area.

r. Ensure adequate seating arrangements are provided for all vehicle occupants. Personnel will be wholly contained within the vehicle. Personnel will not be transported in vehicle trailers or vehicle shelters.

s. Ensure that exercise participants are briefed on the use of signals for night movement in assembly and maneuver areas. A flashlight in the right hand pointed upward, blinking, will be the signal for all vehicles to stop or halt. When using conventional flashlights, direct light in right hand forward, blinking. See appendix A, Visual Signals.

t. Place special emphasis on the selection of safe sleeping areas during field exercises. Unit perimeter security personnel should be thoroughly briefed on their duties and responsibilities. They also must be provided equipment (lights) for signaling during hours of darkness. If the situation permits, a designated sleeping area may be established and marked with engineer tape or chemical illumination lights.

9. GROUND GUIDES.

a. Definitions:

(1) Assembly area: An area in which a unit is assembled to prepare for or recover from operations

(2) Ground guide: A person on foot whose purpose is to assist a vehicle driver.

(3) Signals: Method of communication between ground guide and vehicle driver; i.e., hands, flags lights.

b. Responsibilities:

Unit commanders will ensure that--

(a) All unit personnel are trained to act as ground guides.

(b) Ground guides are used when operating vehicles near other parked vehicles or near bivouacked personnel as outlined in FM 21-306.

(c) Procedures outlined in appendix D are incorporated in unit SOP.

10. NIGHT TACTICAL OPERATIONS.

a. Personnel operating vehicles at night should be trained to operate vehicles under night tactical conditions. As a minimum, training should include:

(1) Dark adaption and night vision techniques

(2) Ground guiding under night tactical conditions

(3) Sensory illusions at night.

(4) If operating at night with night vision goggles, drivers should be thoroughly trained and tested on the use of night vision goggles.

b. Recommended night operation speed limits

(1) Service drive.

(a) Paved roads - 35 MPH

(b) Unpaved roads - 20 MPH.

(2) Blackout (BO) drive, BO marker, no light.

(a) Paved roads - 20 MPH.

(b) Improved dirt roads - 15 MPH.

(c) Other dirt roads - 10 MPH.

(d) Off road - 5 MPH.

NOTE: Never travel blind if the road ahead is not visible. Have a dismounted ground guide walk ahead of the vehicle.

c. Tactical night moves on or across public highways are prohibited.

d. Single vehicles approaching public highways will stop at the intersection and then, when safe, cross without interrupting the public traffic flow.

e. Convoys approaching public highways will not interrupt the traffic flow. Vehicles will be directed individually across by the OIC/NOIC of the convoy.

11. WHEELED VEHICLE OPERATIONS. Wheeled vehicles will be operated in compliance with the basic rules in paragraph 8, and the following:

a. Highway warning devices will be used when vehicles are stopped or disabled on public highways.

b. Vehicles will not travel under blackout conditions until passing the established light line. Vehicles will not travel in service drive past the light line unless emergency conditions exist. Operations past the established light line will be in accordance with current tactical doctrine. Drivers must be trained to operate vehicles in blackout/no-light drive or operate with night vision goggles. See paragraph 10.

c. Parking brakes on cargo vehicles are often inadequate or inoperative. Therefore vehicles will not be parked on any incline without adequate chocks. Vehicles will not be parked uphill of bivouac or field mess sites.

d. Personnel will not be transported on top of cargo unless the loads are adequately secured, and personnel have sufficient room within the body of the vehicle.

e. Personnel will not be transported in bucket loaders.

f. Safety straps must be secured and tailgates up when transporting troops

g. Personnel shall not be transported in the bed of a dump truck.

h. Personnel will not be transported in the cargo area of the last vehicle in a convoy. Last vehicle should be a large wheeled (2 1/2 ton or larger) or tracked vehicle marked tactically or with chemical lights.

i. Tactical vehicles equipped with floor-mounted manual shift/transmission mechanisms will carry only the driver and one passenger in the cab.

12. TRACKED VEHICLE OPERATIONS. Tracked vehicles will be operated in compliance with the basic rules in paragraph 8, and the following:

a. Two road guards (one controlling each direction of traffic) will be used when vehicles cross highways. During hours of darkness and/or reduced visibility, road guards will be equipped with traffic signaling flash lights.

b. Tanks will cross paved roads at designated tank crossings only.

c. Vehicles will not be operated (without the use of a ground guide) when the intercommunications systems are inoperative.

d. Hatch covers will be tested by shaking to make sure they are locked in position.

e. During live-fire training, the rear of tracked vehicles should be marked to prevent mistaken engagement by other live-fire participants. Vehicle shall be on line during all firing operations.

13. INSTALLATION OF FIELD COMMUNICATION WIRE AND CABLES NEAR HELICOPTER LANDING AREAS Communication wires, other lightweight wires, cables, or materials of a similar nature:

Will not be placed in a designated helicopter landing area unless buried

b. Will not be strung in the air across valleys, passes, or other areas that helicopters may transit nap-of-the-earth. If wires have to cross these areas they shall be staked on the ground or buried.

Will not be laid across a clearing that is large enough for a helicopter to land on.

14 HELICOPTER SAFETY. Personnel will

Follow the instructions of aircraft crewmembers

Ensure that the pilots are aware of all action around the aircraft

c. Ensure that all weapons are unloaded and cleared prior to boarding the aircraft and the muzzle is kept pointed down while in the aircraft.

d Use safety belts and wear ear plugs at all times

Not jump from helicopters or throw objects from the helicopter

f. Keep low when approaching a helicopter. Single-rotor helicopters should be approached from the front and tandem-rotor helicopters should be approached and loaded from the rear. Low forward blades on tandem rotors and tail rotors on single-rotor helicopters are difficult to see and can quickly kill if walked into.

g Strap down long antennas and secure headgear prior to approaching a helicopter

h Not drive vehicles under rotor blades while they are turning.

Not fire or throw at or from helicopters CS, flares, star clusters or smoke grenades

15 ANIMAL AND INSECT HAZARDS.

a. The training mission may be impaired if soldiers are not made aware of local hazards These include poisonous snakes, spiders, scorpions, insects, large wild animals, and rabid animals

b. Wildlife is abundant and varied, with most activity taking place at night. Bobcats, black bears, and coyotes may be encountered. Most of these animals are shy and will attack only if cornered. Soldiers must leave the wildlife alone. DO NOT feed any animals.

c. Smaller animals such as rabbits, foxes, raccoons, and skunks are numerous. Personnel coming in contact with these animals run a high risk of contracting rabies if scratched or bitten. Anyone bitten by such an animal should carefully cleanse the wound, seek medical help immediately.

d. Fort Chaffee has a wide variety of nuisance insects ticks, chiggers, but only scorpions, spiders, and ants present a significant hazard.

e. Prevention of scorpion, spider, and ant bites:

(1 Check bedding before use

(2) Check clothing, socks, and boots before putting them on.

(3) Avoid sleeping or leaving clothes near damp places Dampness attracts these animals

(4) If you feel an insect or spider crawling on you, remain still Sudden movement may cause a bite or sting

(5) Never step in the shade of a bush without visually checking that spot

(6) Food crumbs attract insects, which in turn attract spiders and scorpions

7) Red ant nests are identified by cleared areas with a small mound at the tunnel entrance Nests

are easy to see in daylight. Before bedding down at night, ground areas should be inspected for the presence of nests.

f. Treatment of scorpion and spider bites:

- (1) Keep the patient quiet and send for medical aid
- (2) Cleanse the puncture points with an application of a mild antibacterial agent
- (3) Cool the area 10 to 12 inches around the puncture point with ice.

g. Fort Chaffee has four species of poisonous snakes: Western Diamondback, Timber Rattlesnake, Copperhead, and Cottonmouth. To prevent snake bites:

- (1) Walk carefully, watch your step, and look before you sit.
- (2) Be careful where you place your hands when climbing or when lifting objects from the ground, especially near rocks, woodpiles and shady areas.
- (3) Never tease or pick up a snake. Even bites of nonpoisonous snakes may cause serious infection requiring medical treatment.
- (4) Avoid sudden motion when placing your hand or foot near an area which may conceal a snake.

h. Treatment of snake bites:

- (1) Get prompt medical attention.
- (2) Keep the victim quiet and still
- (3) Immobilize the bitten extremity
- (4) Treat for shock but DO NOT elevate the bitten extremity.
- (5) DO NOT use "cut and suck" method.

16 HEATERS.

a. Portable radiant-type space heaters must be operated in accordance with the following rules:

- (1) Tent stovepipe opening flaps must be securely tied back with all available tie tapes.
- (2) A sufficient number of stovepipe sections (usually six) must be erected so that the top section is well above the highest point of the tent. Stovepipe sections must be straight up and not allowed to come into contact with any part of the tent.
- (3) The area surrounding the heater inside the tent must be cleared of combustibles (including dry grass and weeds) for a distance of 4 feet.
- (4) Heaters must be placed in a sandbox containing 4 inches of sand or dirt in tents with wooden or canvas floors.
- (5) Adequate ventilation must be provided when space heaters are operated.
- (6) While some tent heaters are designed to use several types of liquid fuel, the only liquid fuel that will be used is diesel fuel. When diesel fuel is not available, a solid fuel may be used.
- (7) When liquid fuel is used, a draft diverter must be installed on the top stove section and guy ropes attached and secured.
- (8) The fuel can for the heaters must be located outside the tent and as far from the tent as the fuel hose allows. Ensure that the fuel line has a drip loop and that it is used.
- (9) When using solid fuel (such as wood or brush) with the heater, a spark arrester must be installed on the top stovepipe section.
- (10) Fuel cans, lines, and carburetors must be checked daily for leaks, particularly after changing fuel cans. No heater will be operated when leaks are present in the fuel system. When heaters are

operated, adequate means to extinguish a fire, such as a fire extinguisher or sand, must be on hand

(11) Tent heaters must never be operated at full capacity, even in extreme cold. Overheating of the stovepipe sections may ignite tentage.

(12) When tent heaters are operated, fire guards must be posted.

(13) The heater and heater vent pipes will be disassembled and cleaned after every two days of operation.

(14) Portable radiant-type space heaters will be operated in accordance with TM 10-4500-200-13

b. Immersion heaters will be operated in accordance with TM 5-4500-200-13:

(1) Personnel lighting immersion heaters must be properly licensed and use care not to expose their face to the burner chamber while lighting.

(2) The vent cap must be closed when filling the fuel tank.

(3) Fuel tanks should not be installed on the heater until after the heater is attached to the corrugated (trash) can.

(4) If immersion heaters are used inside buildings or tents, exhaust fumes must be piped outside.

c. M-2 burners:

(1) Operators must be properly trained and qualified to operate the M-2.

(2) M-2 burners must be lighted outside the tent. If wind conditions hamper lighting outside, a wind break should be constructed.

Two persons are required to carry the M-2 inside the tent after lighting

17 ANTENNAS.

a. Antenna structures will be located away from overhead electrical power lines at a distance of at least twice the height of the antenna. Before erecting any type of antenna (structure, vehicular, or shelter), a thorough inspection will be made of the immediate overhead area to prevent accidental contact with power lines.

b. During electrical storms, turn off electrical equipment and move clear of antennas.

c. When tactical vehicles are within the cantonment area all antennas will be clipped under, using the positive control portion of the tie down.

18. PERSONAL PROTECTIVE EQUIPMENT. Commanders must provide all required personal protective equipment and train personnel in the proper use of this equipment.

19. HEARING CONSERVATION.

a. Army regulations require the use of hearing protection devices when noise levels reach or exceed 85 dB(A).

b. Equipment which exceeds this criterion include, but are not limited to, the following

(1) Aircraft.

(2) Electric power tools.

Tracked vehicles.

(4) Multifuel vehicles.

(5) Rough terrain forklifts.

(6) M561 (gamma goat).

- (7) Small arms/machine guns
- (8) Vulcan guns
- (9) Mortars
- (10) Guns (tank, howitzer).
- (11) Simulators.

c Commanders will provide hearing protection for personnel and enforce its use.

20. CARBON MONOXIDE. Carbon monoxide is an odorless and tasteless gas produced by burning a gas, liquid, or solid fuel. The most common source of the gas is the exhaust from gasoline-powered engines. Symptoms of carbon monoxide poisoning include headache, dizziness, sleepiness, and tightness across the forehead. When sufficient quantities are inhaled, death results from asphyxiation. To reduce the dangers associated with carbon monoxide poisoning:

a. Personnel will not sleep in vehicles

b. Adequate ventilation will be provided in tents, command posts, and other enclosures where combustion takes place.

GROUNDING

a. Portable electric power tools must be grounded.

b. Signal shelters (vehicle and ground) must be grounded with a ground rod. Ground rods must be all the way in the ground and bolted to a shelter with tight-fitting clamps and strip/cable. (During extra dry conditions, a good ground may not be possible without adding water to the area around the ground stake.) All communications equipment inside shelters must be bonded to the shelter.

c. Signal shelters should not be located so close together that a person can touch both shelters at the same time. If operations call for two or more shelters to be located close together, grounding procedures must be used. (Bond vehicles together by use of a cable or strap.)

d. Generators must be grounded using the procedures described in paragraph b, above.

All radio/electronic equipment must be grounded.

Fuel trucks must be grounded.

ELECTRICAL SAFETY

Only proper amperage fuses will be used

b. Electrical outlets or extension cords will not be overloaded by gang plugging.

Generator cords will be kept out of water

23. HANDLING OF PETROLEUM, OIL, AND LUBRICANTS

One fireguard will man a portable fire extinguisher during all fueling operations.

b. Smoking within 50 feet of vehicles being fueled is prohibited.

Engines will be shut off, and the master switch will be in the off position during fueling.

d. When refueling from a fuel truck, all vehicles will be properly bonded to each other and grounded

e. Heat causes rapid vaporization and blowing dust can cause static charges. Use extreme caution under these conditions.

Operators and fuel handlers will ensure that correct fuel is placed in vehicles.

Fuel handlers will wear proper personal protective equipment.

h. The Fort Chaffee Environmental Coordinator shall be notified of all POL spills that are in excess of one gallon. Telephone extension 2777.

24. USE OF RED SMOKE/RED STAR CLUSTER. Red smoke/red star cluster denotes an actual emergency. Upon recognizing this or any emergency signal, local action will be stopped until the emergency is resolved.

25. WATER SAFETY. Low areas are subject to flash floods. Bivouac/ maintenance/assembly sites will not be located in low areas unless mandated by the tactical situation. When bivouac sites are located in potential flash flood areas, plans will be developed to minimize the danger in the event of flash flooding. Commanders will ensure no individuals are allowed to swim in any place at Fort Chaffee except the Post Swimming Pool.

26. FIRE PREVENTION AND PROTECTION.

a. Commanders will conduct fire prevention briefings prior to deployment. Emphasis will be placed on immediate actions to be taken at the first signs of fire: NOTIFICATION, EVACUATION OF PERSONNEL AND EQUIPMENT, AND FIRE SUPPRESSION.

b. Unit commanders, down to company level, will appoint a fire marshal to be responsible for fire safety briefings and directing immediate fire suppression efforts.

c. All fire extinguishers will be inspected prior to departure from home station to ensure usability, and will be inspected prior to posting during the actual training exercise.

d. Vehicles should be equipped with shovels, and individuals should possess an entrenching tool.

e. Alarm Procedures: Any person who discovers a fire, no matter how trivial, will immediately give the alarm. Commanders will halt actions until the fire is extinguished or firefighters declare the fire under control.

(1) Alert personnel in the immediate area by voice or percussion-type instrument. Alarms for fire must be different than that for a chemical attack.

(2) Notify the Fort Chaffee Fire Department by telephone (extension 17), or radio (FM 163.5625), or by any other means available. Give grid coordinates and nearest landmark or building number. When training off the Fort Chaffee Military Reservation, notify the nearest community fire department or forest service office, as appropriate, by any means available.

f. Firefighting Operations: Firefighting operations will take precedence over all other activities including tactical operations when a chance of damage to personnel or property exists.

(1) All units will be prepared to assist in controlling brush/grass fires.

(2) Firefighting equipment (firetrucks, dozers, water tankers, etc.) have the right-of-way at all times.

(3) All means will be used to extinguish a fire; however, untrained personnel will not be risked solely to protect property.

g. Specific Safety Precautions:

(1) Open fires are prohibited.

(2) Flammable liquids, such as gasoline, will not be used for cleaning.

(3) Rapid refueling operations equipment will be installed and operated IAW FM 10-68, Aircraft Refueling.

(4) Smoking is prohibited

(a) By personnel in bed.

(b) Within 50 feet of flammable materials, compressed gases, ammunition and explosives, or any type of refueling operation.

(c) In shops, motor pools, warehouses, and supply rooms.

(d) While driving a military/government vehicle.

(e) While in a military aircraft.

(5) Smoking material will not be disposed of into trash cans. Separate "butt cans" will be used

(6) Pyrotechnics will be used only by trained personnel who have been briefed on existing fire conditions. Pyrotechnics will be used only in clear areas where no danger of fire exists.

27. CLIMATE. Extreme variations in seasonal temperature (subfreezing temperatures in winter and summer temperatures in excess of 100 degrees F), sun, dust, and strong winds are an important factor to consider while training at Fort Chaffee.

a. Acclimatization: During periods of very hot or cold weather an acclimatization period of at least 4 days should be established. During this period, troops should be trained on a limited basis only, avoiding prolonged exposure. Gradual increases in exposure and activity can then proceed.

(1) Physical condition: Special care must be used with overweight persons, or persons in poor physical condition who are more likely to be affected by exposure to high temperatures.

(2) Work schedule: The amount of heat produced by the body increases directly with increasing work. Therefore, reduction of workload markedly decreases total heat stress. Heavy work should be scheduled for the cooler hours of the day, such as early morning or evening.

b. Heat Injuries: Bright sunlight and high temperatures can cause eye strain, sunburn, heat exhaustion, heat cramps, and heat stroke. Use of proper clothing discipline and increased consumption of water must be emphasized to prevent heat injuries. Due to the high salt content of all field rations, additional salt consumption is both unnecessary and detrimental.

(1) Water discipline: High temperatures and increased activity require the body to use more water to maintain normal cooling. Dehydration will occur when water lost through breathing, perspiration, and other activities is not replaced. Insufficient water intake is the largest single cause of heat injuries, and commanders must ensure that personnel increase their water intake during hot weather. In accordance with TB Med 507, when Wet Bulb Ground Temperature (WBGT) is 80 degrees F. or less, at least 9 quarts of water should be consumed by each soldier performing heavy duties (i.e., driving tracked vehicles, trenching) per day. When WBGT is above 80 degrees F., water consumption must be increased to 13 quarts per day per soldier.

(2) Clothing discipline: Wearing special clothing and equipment (i.e., winter uniforms and Mission Oriented Protective Posture (MOPP) gear) impairs the ability of the body to cool itself. Special precautions prescribed in TB Med 507 must be taken to avoid mission interference during hot weather due to heat casualties.

c. Cold Injuries: Cold weather injuries can become serious. High winds increase the effect, and are common during the winter months. Units conducting operations during winter must anticipate some cold weather conditions.

28. SURVIVAL TRAINING

a. The Buddy System: Most training accidents in which an individual was lost could have been prevented by the use of the "Buddy System." Two individuals will be counted as missing sooner than one, and two are less likely to become lost. Use of the "Buddy System," particularly in dismounted operations, is essential to training safely.

b. Equipment: Commanders should ensure their soldiers undergoing field training to carry the following:

- (1) A pocket knife
- (2) A watch.
- (3) Matches or lighter.
- (4) A yard of strong string or cord
- (5) Wax-based lip balm.

c. Survival Procedures: The key to survival is finding lost personnel as soon as possible, and training personnel to assist in their own rescue. Personnel must be taught the following procedures prior to training:

(1) Stop where you are: As soon as a person realizes he is lost, he must stop where he is. If in difficult terrain and there is open terrain nearby, the soldier may cautiously move to the open terrain.

(2) Stay with the vehicle: If in a vehicle, remain with that vehicle. Vehicles are much easier for rescue personnel to see and the lights, horn and vehicle mirror may be used for signaling.

(3) Attract attention: Lost personnel must be ready to get the attention of rescue party. The following methods are effective:

(a) Fire will attract attention during day and night rescue operations. No fires will be started by any person during rescue operations except by lost personnel and when needed during cold weather to prevent a cold weather injury.

(b) A mirror can be used to attract the attention of search aircraft. Search aircraft can also use a radio signal to home in on lost personnel.

(c) Noisemakers, such as a canteen cup or oil can and rock, must be ready when searchers approach. Noisemakers can ordinarily be heard further than a voice.

(4) Fix a shelter: When a poncho is not available, a sun shelter can be made by interweaving brush.

(5) Expect and watch for searchers: A search will be initiated immediately after an individual is reported missing. Effective attention attracting apparatus (noisemaker, bonfire, etc.) must be ready for use. It is impossible to attract the attention of an aircraft or ground searchers several miles away by shouting and violent motions.

(6) Save perspiration and energy: By keeping inactive during the heat of the day and wearing the complete uniform, perspiration is used to a maximum for cooling the body. Loss of moisture can be minimized by:

a) Avoiding food, particularly candy, unless of very high moisture content

(b) Not smoking.

(c) Use of lip balm or grease around lips and nostrils

29 AMMUNITION MANAGEMENT AND ACCOUNTABILITY.

a. Ammunition is defined as all munitions (explosive or otherwise), pyrotechnics, chemical agents powder, and firing devices other than weapons; e.g., Hoffman and ATWS charges.

b. Ammunition will not be brought into the Fort Chaffee cantonment area

c. The Ammunition Supply Point (ASP) and the Ammunition Holding Area (AHA) by the ASP are the only authorized ammunition storage sites on the installation. Temporary storage of ammunition in CONEX containers or any other containers is prohibited, unless approved in writing by this headquarters. Immediately following completion of any training exercise, all ammunition, components, and residue will be returned to the ASP for proper disposition. The placement of ammunition in trash containers, chemical toilets, or buried underground is strictly prohibited. Ammunition residue will be certified as free of explosives and recoverables by the unit turning in, and verified by Ammunition Supply personnel prior to acceptance. Ammunition residue will be turned in to the ASP on a DA Form 581 (Request for Issue and Turn-in of Ammunition).

d. Strict ammunition accountability will be maintained at all times. Ammunition will be issued from the ASP on DA Form 581 and all ammunition will be returned to the ASP with the unit accountable officer's certification that it was either expended during training or returned to the ASP for disposition.

e. To maintain proper accountability, commanders will develop written comprehensive, internal ammunition accountability operating procedures that are consistent with all applicable Army regulations for storage and handling of ammunition. All personnel who handle ammunition will be thoroughly trained on the proper, safe handling, and accountability procedures of ammunition. Personnel will be briefed prior to each training mission.

f. If ammunition is found in unauthorized areas disciplinary action will be taken

g. Dud or unexpended ammunition is NOT TO BE DISTURBED. When located:

(1) Mark the area distinctly

- (2) Determine accurate eight digit grid coordinates.
- (3) Notify range control at telephone extension 2272 or by radio on (FM 38.50).

30. ACCIDENT REPORTING AND STATISTICAL DATA.

a. Definitions:

(1) Class A accident: An Army accident in which the resulting total cost of property damage and personnel injuries/occupational illness is \$500,000 or greater; or an injury or occupational illness which results in a fatality or permanent total disability.

(2) Class B accident: An Army accident in which the resulting total cost of property damage and personnel injuries/occupational illness is \$100,000 or more, but less than \$500,000; or an injury or occupational illness which results in permanent partial disability or hospitalization of five or more personnel in a single occurrence.

(3) Class C accident: An Army accident in which the resulting total cost of property damage is \$10,000 or more, but less than \$100,000; or an injury or occupational illness which results in a lost workday case.

(4) Class D accident: An Army accident in which the resulting total cost of property damage is less than \$10,000, an injury or occupational illness results in a lost-work-day/lost-time case with 1 or more days of restricted work activity, or a nonfatal case without a lost workday or medical treatment.

b. Recordable Accidents: Class A through C accidents are recordable and require completion of DA Form 285.

c. Reportable Accidents: Class D accidents are reportable to the home station supporting safety office, in accordance with internal reporting procedures.

d. Accident Reporting Procedures:

(1) Training units will report recordable accidents through their command channels in accordance with AR 385-40 to their supporting safety office with an information copy submitted to the Fort Chaffee Safety Office.

(2) After the Organizational Safety Representative notifies the EMCC at telephone extension 3122 or 2400; he will notify the Fort Chaffee Safety Officer of all Class A accidents as soon as possible by calling telephone extension 2711. In the event the Fort Chaffee Safety Officer cannot be reached, the Fort Chaffee Staff Duty Officer may be contacted at telephone extension 2666. The Fort Chaffee Staff Duty Officer will then contact the Fort Chaffee Safety Officer. Notification as required by HQ, TRADOC and the U.S. Army Safety Center (USASC), Fort Rucker, Alabama, will be made by the Fort Chaffee Safety Officer.

31. INVESTIGATION OF CLASS A GROUND ACCIDENTS.

a. Class A ground accidents will be investigated by the USASC. The USASC will be on site within 24 hours whenever possible. Official notification will be accomplished through the Fort Chaffee Safety Office.

b. Accident site and involved equipment will be secured immediately following completion of lifesaving measures. Unit commanders are responsible for site security to ensure the accident scene is not disturbed until relieved by USASC personnel.

c. When applicable, unit commanders are responsible to ensure all classified information or equipment is secure and covered to prevent viewing by media/public.

d. Equipment records and personnel records will be provided to the Fort Chaffee Safety Office in preparation for the USASC investigation.

e. Specific procedures to be followed for Class A ground accidents are defined at appendix B.

32. ARMY HAZARD REPORTING SYSTEM.

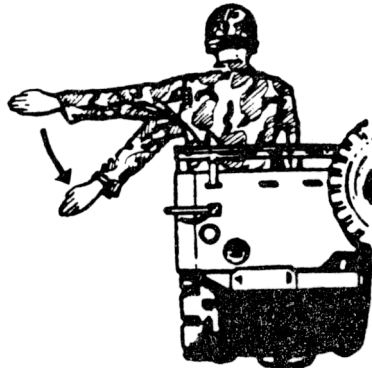
a. Each individual participating in training at Fort Chaffee will identify orally to their supervisor any unsafe or unhealthful working condition which is observed. The immediate supervisor will investigate such reports promptly. The installation Safety Officer will provide technical assistance when required.

b. If the individual is dissatisfied with the action taken by his or her immediate supervisor to correct the alleged unsafe or unhealthful working conditions, he or she may submit a written report directly through the Army Hazard Reporting System to the installation Safety Officer. DA Form 4755 (Individual Report of Alleged Unsafe or Unhealthful Working Conditions) will be used for this purpose. The installation Safety Officer or his representative will then conduct an onsite inspection of the alleged hazard as soon as possible. Normally, complaints will be signed; however, anonymous reports will be investigated in the same manner as signed reports. The identity of persons requesting anonymity will not be revealed and appropriate action will be taken against any individual violating this prohibition.

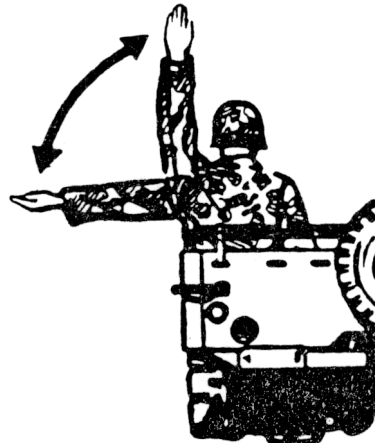
c. Any individual identifying an imminent danger situation will notify his or her immediate supervisor without delay. If the supervisor assesses the hazard severity as likely to occur immediately and cause death, severe injury, severe occupational illness, or major property damage, immediate action will be taken to correct the condition or ensure it is eliminated. The supervisor will then notify the installation Safety Officer. If the Safety Officer finds that corrective action is inadequate, the subject will be brought to the attention of the commander or an authorized representative for measures to be taken to prevent individual exposure to the hazard.

d. Reports that do not appear to involve imminent danger will be investigated by safety personnel, who will notify the originator in writing within 10 working days following receipt of the hazard report as to the results of the investigation. If it is determined that a hazard exists, the reply will include a summary of actions to be taken and anticipated date for corrective action. If it is determined that a hazardous condition does not exist, the reply will include the basis for that determination.

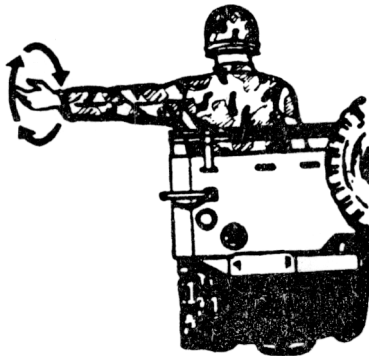
APPENDIX A VISUAL SIGNALS



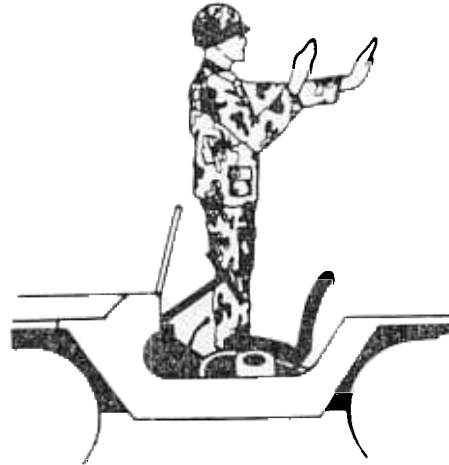
1. OPEN UP (EXTEND DISTANCE BETWEEN VEHICLES) Extend left arm horizontally to the side, palm to the front, then move arm downward to an angle 45° below horizontal. Repeat several times.



2. CLOSE UP Extend the left arm sideward to the horizontal, palm up, and raise it to the vertical. Repeat several times.



3. PASS AND KEEP GOING Extend left arm horizontally to the side, palm to the front, and describe large circles to the front by rotating arm clockwise from the elbow.



4. MOVE IN REVERSE Face the unit being signaled and raise hand to shoulder level in front of the body, palm to the front; extend arm forward to the full extent in a pushing motion, keeping the palm to the front.

CONVOY SIGNALS GIVEN FROM A VEHICLE

CONVOY CONTROL AND AIRCRAFT-LOADING SIGNALS

DAY

NIGHT

Signal No 1 - Come Ahead



Flashlights on only when motioning in desired vehicle direction. When using conventional flashlights, direct lights forward.

Signal No 2 - Slow Down



Signal No 3 - Stop or Halt



Light in right hand pointed upward, blinking. When using conventional flashlights, direct light in right hand forward, blinking.

DAY

NIGHT

Signal No 4 - Move in Reverse



Lights on only when motioning in desired vehicle direction. When using conventional flashlights, direct lights forward.

Signal No 5 - Turn Left



When using conventional flashlights, direct light in right hand forward.

Signal No 6 - Turn Right



When using conventional flashlights, direct light in left hand forward.

Signal No 7 - Turn Off Engine



NIGHT



When using conventional flashlights, light in right hand forward.

Signal No 8 - Increase Speed



When using conventional flashlights, direct light in right hand forward.

Signal No 9 - Start Engines



When using conventional flashlights, direct light in right hand forward

DAY

Signal No 10 - As You Were



NIGHT



Signal No 11 - Assemble



When using conventional flashlights, direct lights forward.



Signal No 12 - Dismount



When using conventional flashlights, direct light in right hand forward.

USAFACFS Peg



Don't
stand

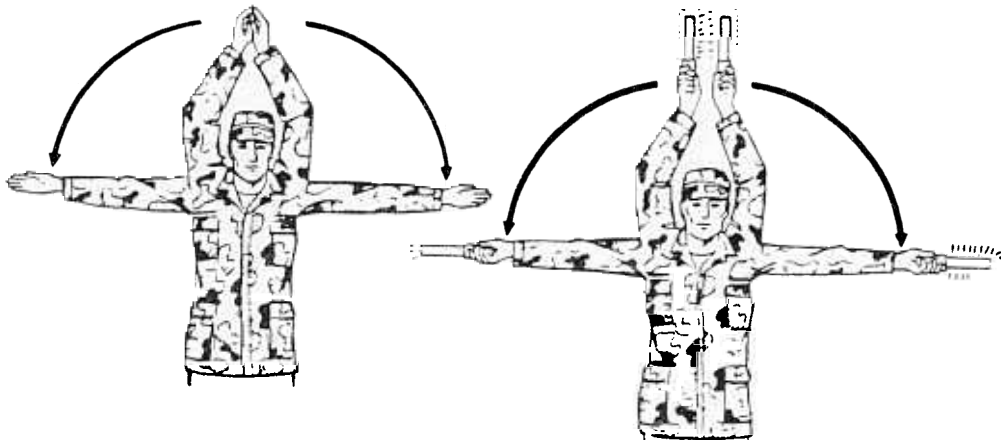


Don't
in

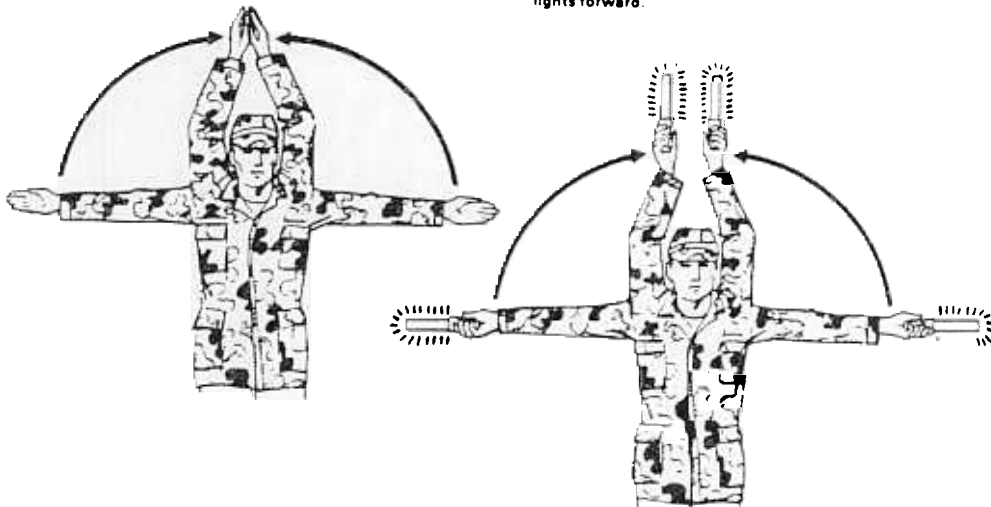
Signal No 15 - Ready



Signal No 16 - Extend (Open Up)



Signal No 17 - Close Up

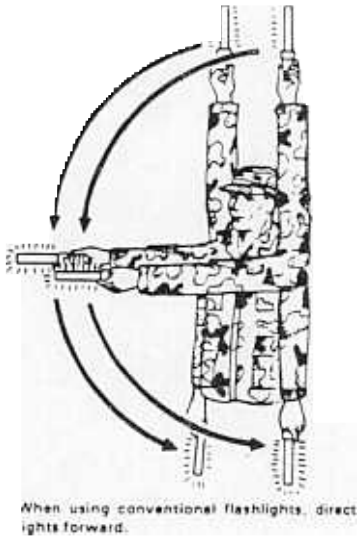


Lights on only during downward movement.
When using conventional flashlights, direct
lights forward.

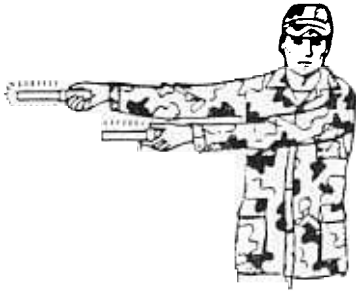
Lights on only during upward movement.
When using conventional flashlights, direct
lights forward.

NIGH

Signal No 18 - Close Up and Stop



Signal No 19 - By the Flank



APPENDIX B

CENTRALIZED ACCIDENT INVESTIGATION
OF GROUND ACCIDENTS

1-1. GENERAL:

a. All Class A accidents will be investigated by the U.S. Army Safety Center (USASC)

b. The Commander, U.S. Army Safety Center (USASC), must be telephonically notified immediately of all CONUS Class A and Class B ground accidents. Commander, USASC, will determine which selected Class A and B accidents will be investigated by Centralized Accident Investigation Ground (CAIG) investigation boards within CONUS. Normally, off-duty marine (water), chemical, explosives, nuclear, fire, and POV accidents are not investigated by the CAIG investigation boards; however, any accident meeting Class A or B criteria is still required to be telephoned into the USASC.

1-2. IMPLEMENTING INSTRUCTIONS

a. The Fort Chaffee Safety Office will be notified of any accident that may possibly meet the criteria in para 1-1a and b, above, as soon after the occurrence of the accident as possible.

b. The installation Safety Officer, upon notification, will dispatch a qualified safety specialist, assisted by the Safety Officer from the unit experiencing the accident. They will be responsible for coordinating with the unit involved, all aspects of the accident investigation to include:

- (1) Site Security.
- (2) Evacuation of accident victims.
- (3) Witness interviews
- (4) Weather reports.
- (5) Accident site photographs.
- (6) Site diagrams.
- (7) Blood/urine specimens of personnel involved in accidents.
- (8) Fuel/oil samples and vehicle/equipment tear down analysis.
- (9) Briefing USASC CAI personnel, medical and maintenance officers upon arrival
- (10) Coordination of information releases with PAO.
- (11) Secure training records.
- (12) Secure vehicle/equipment records.
- (13) Secure medical records.

1-3. RESPONSIBILITIES.

a. Individuals observing an accident will take the following actions:

(1) Provide medical assistance within capabilities.

(2) Immediately notify the Fort Chaffee Staff Duty Officer at telephone extension 2666 or call 38.50 FM and request the following assistance as appropriate.

(a) If fire, flammables or a possibility of fire exists, contact the Fire Department at telephone extension 17 or 2127 or 2128.

(b) If injuries are involved, contact telephone extension 2122 for medical aid and ambulance transportation.

(c) Contact Military Police for all accidents at telephone extension 2666 or 2812.

d) Contact the unit commander of the unit experiencing the accident

b. Commanders will ensure initiation of the following actions upon learning of an on-duty fatality or property damage accidents in excess of \$500,000, or an accident that could possibly meet the criteria as a result of Army operations occurring within the unit jurisdiction or command control.

(1) Initiate coordination for lifesaving actions and evacuation of injured personnel if not completed.

(2) Provide accident site security. Ensure that site is undisturbed to the maximum extent possible and secure classified information and/or equipment when required.

(3) Notify the installation safety office (telephone 2711) as soon as possible after an accident that may possibly meet the criteria outlined occurs. During nonduty hours notify (telephone 2666).

Identify and segregate witnesses

5) Secure operation, maintenance, and historical records of equipment involved.

(6) Secure medical, training, and personnel records of Army personnel involved in an accident

(7) Transport Army equipment operators and other personnel who had a direct involvement in the accident to a medical facility (20-40 ML blood; 50-100 ML urine), for blood and urine samples.

(8) Establish a point of contact for coordination with installation safety personnel.

Fort Chaffee Safety Officer will--

Notif: Commander, TRADOC and USASC of the accident

Proceed to the accident site and begin preliminary investigation

(3) Provide a trained accident investigator from the safety staff on 24-hour call capable of responding within 2 hours of notification.

(4) Provide office supplies and equipment organic to the office for investigation

Provide office space at Fort Chaffee for the USASC, Fort Rucker Investigation Team

(6) Task for photographic support

Publish an accident fact sheet outlining facts surrounding the accident

(8) Notify Fort Sill medical services that an accident has occurred and request tasking of a medical officer, if necessary.

Logistics Division will-

(1) Task for one maintenance officer knowledgeable, if possible, with the equipment involved. The maintenance officer will be responsible for assisting with all mechanical failure related accidents and locating a senior operator experienced with the piece of equipment involved. (Must be available within 12 hours.)

(2) Task for one senior operator experienced in the equipment involved in the accident to provide information on equipment operation and applicable safety procedures. (Must be available within 12 hours.)

Task for other resources as requested by USASC investigators

(4) Notify Army Material and Chemical Command liaison personnel on all suspected equipment failure accidents

e. Fort Sill Health Services will provide one medical officer to assist with medical aspects of the investigation to include

Toxicology

2 Autopsy information

- (3) Coordination with Armed Forces Institute of Pathology.
- (4) Physiological/psychological factors of the investigation.
- (5) Obtain blood/urine specimens of personnel involved in accidents.

f. Staff Duty Officer/NCO will--

- (1) Upon notification of an accident obtain necessary information about the accident
- (2) Determine if the facts could possibly meet the criteria for a USASC investigation.
- (3) Contact on-call safety accident investigators and provide necessary information about the accident, telephone during duty hours extension 2711, after duty hours and weekends/holidays, call the Staff Duty Officer at extension 2666.
- (4) If accident occurs on weekend, contact Logistics Division representative for tasking of maintenance foreman/inspector and senior equipment operator.

g. Range Control will--

- (1) Provide communications relay support as necessary in the event an accident occurs while a unit is operating in field locations.
- (2) Notify ambulance and Fire Department as necessary.
- (3) As net control station, ensure emergency traffic takes priority over routine traffic and that sensitive information is not transmitted.
- (4) Monitor requests from accident site for assistance.

h. The Fort Chaffee Fire Department will--

- (1) Respond to the emergency.
- (2) Conduct rescue and assume direct command of the accident site until the danger of fire or explosion no longer exists.
- (3) Ensure fire personnel are trained in rescue techniques and handling of classified information.
- (4) Request assistance when dangerous or hazardous material warrants assistance by specialist (ordnance officer, chemical officer, etc.) if so determined at the accident scene.

i. Provost Marshal will--

- (1) Ensure Military Police investigators and Safety investigators coordinate all investigative efforts within the limitations of both Military Police and Safety Regulations.
- (2) Ensure Military Police personnel are trained on specific duties at accident sites, both on and off of military reservation, to include release of information, restraint of spectators, handling of wreckage, security of classified material and safeguarding government property.
- (3) Coordinate with civil authorities if an accident occurs off-post.

j. Public Affairs Office (PAO) will--

- (1) Dispatch PAO personnel to the accident site to handle official news releases.
- (2) Maintain liaison with local news services to help minimize adverse public relations which may evolve from an accident.
- (3) When appropriate, assist investigators by identifying witnesses and by soliciting the return of pilfered wreckage through available media.

k. Facilities and Engineer Division will--

- (1) Detail surveyors and provide guidance on surveying and diagramming the accident location upon request.

APPENDIX C

WATER TRAINING CHECKLIST
(RIVER/STREAM CROSSING OPERATIONS; SURVIVAL, ESCAPE, RESISTANCE,
AND EVASION (SERE) TRAINING)

1. Prior to the onset of training, commanders must identify nonswimmers and weak swimmers.
2. Has stream crossing plan been rehearsed prior to actual training, with all personnel understanding their positions and responsibilities?
3. Are all personnel using a sling line tied in a bowline around their chest, and in a bowline at least arms length? Put a snaplink in each end of the rope bowline.
4. Have the far-shore and near-shore lifeguards been designated? Are they proficient swimmers? Are Class I or V life preservers/personal flotation devices in use by both lifeguards?

Has there been a recent reconnaissance as to water depth and current at proposed crossing site(s)?

6. Are additional ropes available for attaching to the safety line of the individual crossing as a contingency should assistance be necessary in crossing?
7. Have all special equipment requirements for one rope bridge (wet crossing) been checked for serviceability? (Ranger Handbook, ST 21-75-2, October 1980, page 15.1.)
 - a. Two snaplinks per piece of heavy equipment.
 - b. Two snaplinks for every 120 feet of rope.
 - c. Two snaplinks per double butterfly knot.
 - d. Two snaplinks per person.
 - e. One sling rope per person.
 - f. One 14-foot utility rope per piece of heavy equipment.
 - g. One snaplink per lifeguard rucksack.
 - h. One 14-foot utility rope per lifeguard rucksack.
 - i. One waterproof bag for each RATELO.
 - j. Two class I or V life preservers/personal flotation devices.
 - k. Two 120-foot sections of nylon rope.
8. Have all individuals participating in river/stream crossing operations been trained in their assigned duties?

APPENDIX D

SAFETY FOR
GROUND GUIDE PROCEDURES

1. IN A VEHICLE PARKING AREA: Before a vehicle is started a member of the crew must walk completely around the vehicle and check under it to ensure no one is in danger from the vehicle's movement.
2. DURING MOVEMENT WITHIN OR THROUGH AN ASSEMBLY AREA. Tracked vehicles will be led and followed by ground guides. Guides must be able to see each other and one must be visible to the driver.
3. BACKING UP: Wheeled vehicles will normally require one ground guide; however, two guides will be used when backing a wheeled vehicle with restricted vision; i.e., cargo, darkness. M880 and larger vehicles require two ground guides at all times when backing.
4. SIGNALS: The basic method for ground guiding is the use of hand signals. Voice signals between a ground guide and driver are not only inefficient, but are also dangerous, because they can easily be misunderstood. Other signals such as flags and lights also may be used. See appendix A.

GROUND GUIDE BASIC RULES

a. Give signals to only one person. Be sure that everyone involved in a move; the driver, the TC, or other ground guides, understand who will give the signal and who will receive it.

b. Remain out of the vehicle's direct path of travel by assuming a position to one side of the vehicle.

If you must be in the path of travel, maintain a distance of at least 10 yards

d. If you are guiding a vehicle into a close position and cannot maintain a 10-yard forward distance:

Keep to the side and front (or rear) of the vehicle.

2) Get on top of the object you are trying to approach.

(3) Keep in line of sight of the driver Use of a second ground guide is required if the moving vehicle is a track.

e. Do not turn your back on the moving vehicle: When moving the vehicle long distances your best position is forward and to the left of the vehicle so that side vision is maintained with the driver. Use caution so as not to trip over obstacles or get in the path of other vehicles. Do not walk backwards, turn around and walk forward, then turn around and guide the vehicle forward. Repeat this procedure as necessary to guide the vehicle.

f. Normally vehicles will not be moved within a bivouac area. When movement is essential ground guides are required. The best method to guide a vehicle into a bivouac area is to stop the vehicle. Attempting to guide a vehicle in a single movement endangers the guide who can easily fall, or troops who may be on the ground. After the vehicle is stopped, the ground guide should move forward in a Z pattern at least twice the width of the vehicle to be guided to clear a safe path for the vehicle to travel.

6 DRIVER'S BASIC RULES:

a Receive hand, light, or flag signals from only one person. Do not accept voice signals

b. If contact is lost with your ground guide, STOP the vehicle immediately.

c If the signal is not clear, or is not understood, STOP the vehicle

d If the ground guide enters a danger zone (within 10 yards) STOP the vehicle.

e. Remain in your driving position. In particular, wheeled vehicle operators should not get outside the cab for rear movements. This is a common driver error.

SUPERVISOR'S BASIC RULES:

a. Know ground guide procedures

b. Ensure that all unit personnel know the rules, and practices them before they are required to perform them.

c. Observe operations; if unsafe practices are observed have the ground guide stop the vehicle and then assist by instructing.

8. SPECIAL CASES:

a. Mirror vision: Drivers receiving vision from a ground guide through a mirror will have problems. Mirror distance is deceptive, because a mirror's image is backwards and the signal can easily be misunderstood. In most cases the ground guide can direct rear movement while standing to the side of the vehicle in line of sight of the driver.

b. Tractor/trailer movements: Most tractor/trailer ground guide accidents occur when the vehicle is being backed into position. One ground guide should be to the rear, and the other ground guide is always to the driver's side in direct sight of the driver and rear ground guide.

c. Night movements: Drivers and ground guides should receive training at night before they go to the field. Preplanning will help prevent night ground guide accidents. At a minimum the following shall be accomplished.

(1) Conduct OJT before night operations

(2) Inspect bivouac areas before darkness to assure that troops do not needlessly place themselves in a potentially dangerous zone.

(3) Block sleeping areas if possible.

(ATZR-ZS)

FOR THE COMMANDER:



FRANK L. MILLER, JR.
Colonel, FA
Chief of Staff

DISTRIBUTION:

B

DOIM Admin Spt Sec (1)

DOIM, ATIN: Mgt Info Con Off (2)

DRCS (200)

CDR, USAG, Fort Chaffee, AR 72905-5000 (3000)

DOIM Pubs Sup Sec (100)